

AROUND THE LOOP

A Publication of the Museum of Transportation Trolley Volunteers.

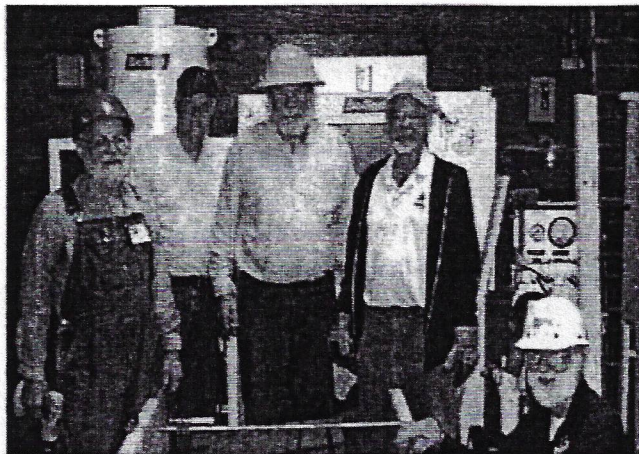
Vol. 1 No. 10

Non-Operating Season Edition - January 2017

Wishing You and Your Family A Very Happy New Year!

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Past & Present - Our M.T.T.V. Volunteers

Bob Leight, Bob Swain, George Nolte, Bill Triplett and Carl Horn are just a few of the MTT Volunteers who help to keep the streetcars in operating condition. The volunteers shown above are building crates to ship two motors that are in the exchange agreement for the St. Louis Public Service Company #1743 streetcar to be able to call MOT its permanent home.

Source: In The Loop, May, 2008, Second Quarter

United Railways Line Car:



The United Railways and Electric Company was a large street railway operation that had routes in many cities across the country. The company ran the streetcars in St. Louis until the Public Service Commission took over in the city a number of years later. This very interesting Tower Truck and its trusty mascot wearing goggles, was used for servicing the electric lines and equipment throughout the city. It required a driver and also a lineman who
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worked off of the upper platform. The truck was built by an unknown maker and the operator could rotate the platform a full 360 degrees. This was accomplished by using a manual hand crank attached to a gear.

Source Credit: Joe Sonderman - "This Old Motor."

Demise of the St. Louis Streetcars

I've seen quite a many opinions voiced over the years blaming the City government for the demise of the streetcars. Recently, I've been reviewing newspaper articles published back in the 30's and earlier and have come to the conclusion that the streetcar company in many cases was the primary reason. It should be noted that for many years both United Railways and its successor St Louis Public Service Co were in receivership and not financially able to take on such expenditures like relocating and rebuilding streetcar tracks when streets like Market, Natural Bridge, Gravois and Vandeventer were widened. All of these projects involved eliminating streetcars from them.

The root cause here is the requirement that the streetcar company bear the cost of building, maintaining and paving their tracks in the city streets. In the case of the Gravois widening project, space was left in the center of the widened street for streetcar tracks but SLPS wanted only to build a short section on Arsenal for the use of the Tower Grove line and reroute the Bellefontaine to use part of the old Tower Grove route.

In the mid 50's when Market St was being converted to an expressway, the grade separation project at Grand & Market included a substantial shoo-fly for the Grand line. Federal money was involved here. but a few years later when the Grand viaduct was rebuilt, nobody came forth with money to see that the Grand line was saved.

I wonder what would have happened if when those street widening projects were taking place in the 30's, if money could also have been made available to the streetcar company to allow them to rebuild their tracks?

From a post to the Facebook Group: St. Louis Streetcars.

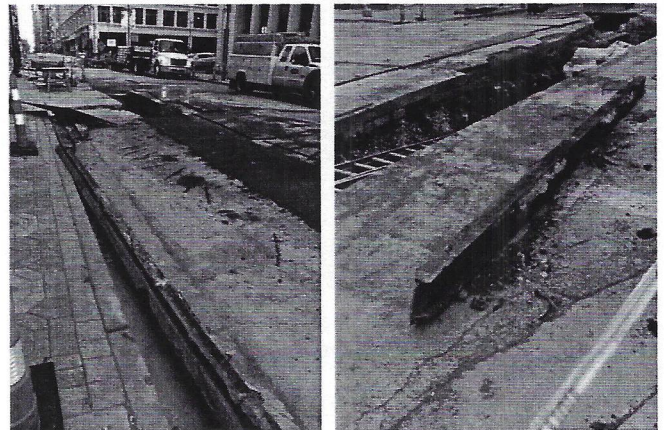
BELLEFONTAINE line, Bellefontaine line,
You ramble round just like a vine;
And in my dreams it always seems
I'm riding on you still,
Bellefontaine line.

Bellefontaine line, Bellefontaine line,
I take the car on Eighth and Pine;
Your snakey curves get on my nerves,
When e'er I ride on you,
Bellefontaine line.

Bellefontaine line, Bellefontaine line,
To patronize you I decline;
Your oval wheels raise bumps and weals
Upon my tender frame,
Bellefontaine line.

Bellefontaine line, Bellefontaine line,
Thou surely art no friend of mine;
I dreamt I fell, and went to—well,
I went straight through on you,
Bellefontaine line!

* * *



Digging up old streetcar rail on Locust Street and 8th Street, downtown St. Louis. No date available.

Source: Facebook post to the group: St. Louis Street Cars.

Connoisseurs Buy City's Oldest Street Car As Museum Piece



Star-Times Photo.

Edward Ferguson, foreman at the Bissell's Point waterworks station, waves from the motorman's place in St. Louis' oldest street car—built in 1902—which has been acquired by a group interested in street cars as a hobby. It doesn't run.

Unappreciated, lo, these many years, the oldest street car owned by the City of St. Louis—1902 vintage—was sold yesterday to an enthusiastic group of connoisseurs who hope eventually to have a complete museum of electric railway rolling stock and several miles of track to run it on near here.

Hans Hinrichs, 3101 Hawthorne blvd., as president of the St. Louis Electric Railway Association, an organization of enthusiasts who are interested in street cars as a hobby, bought the ancient vehicle from Supply Commissioner William R. Orthwein for \$200.

Out of service for the last 15 years, the street car has been stored at the Bissell's Point waterworks station. It was bought by the city for about \$5,000 in 1902, Orthwein said, and operated on tracks connecting Bissell's Point, Baden and the Chain of Rocks stations, primarily for transporting employes of the water department. Three other street cars, no longer in use, are also being offered for sale.

In its day old No. 12 (the official

designation) was considered the elite of street cars. Its pearl signal buttons, mahogany woodwork and mirrors at the ends of the car are still in good condition.

Hinrich, 24 years old, and his wife, also a street-car fan, hope within the next 10 days to repair the car sufficiently to move it under its own power to the tracks of the Terminal Railroad Association, over which it will be towed to East St. Louis and put in storage until the end of the war, when, according to plans, the museum will take shape.

"We have contracted for a street car in Denver—a unique home-built car in use since about 1900—but it is in service and we won't be able to get it until the transportation emergency is over," Hinrichs said. "We also hope to get a car, built in 1895, from the St. Louis Public Service Co., but right now it is in use.

"After the war, when we can get rails and other equipment, we want to build a regular railway system, including several miles of track and a power plant, near St. Louis—a museum of street cars that don't just sit there but really run."

St. Louis Star & Times from 1901.

From a post in the Facebook Group: St. Louis Streetcars.

